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DEPARTMENT OF EDUCATION

ANNUAL REPORT

OF

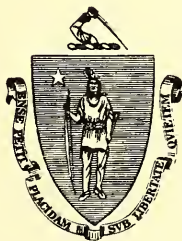
THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL SCHOOL

FOR THE

YEAR ENDING NOVEMBER 30, 1936

MASSACHUSETTS NAUTICAL SCHOOL
100 NASHUA STREET, BOSTON

PUBLICATION OF THIS DOCUMENT APPROVED BY COMMISSION ON ADMINISTRATION AND FINANCE

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THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF EDUCATION

JAMES G. REARDON, *Commissioner of Education*

COMMISSIONERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

100 NASHUA STREET, BOSTON

CLARENCE E. PERKINS, *Chairman*

THEODORE L. STORER

WALTER K. QUEEN

WILLIAM H. DIMICK, *Secretary*

REPORT OF THE COMMISSIONERS

To the Commissioner of Education:

The Commissioners of the Massachusetts Nautical School have the honor to submit their report for the year ending November 30, 1936, the forty-fifth annual report.

SCHOOL CALENDAR, 1936

Spring entrance examinations	March 26, 27 and 28
Winter term ended	March 31
Spring graduation	March 31
New class reported	April 15
Summer term commenced	April 29
"Nantucket" sailed from Boston	May 9
"Nantucket" arrived at Boston	September 14
Autumn entrance examinations	September 17, 18 and 19
Summer term ended	September 22
Autumn graduation	September 22
New class reported	October 16
Winter term commenced	October 26

THE APPEAL OF THE SEA

The call of the sea has been an especially alluring one to the sons of Massachusetts. Since colonial days, the State has been well represented in the American merchant marine and in the Navy. The rugged coast of Massachusetts has been the recruiting ground for many of the men who have made our nation great for heroic achievement upon the sea. Many young men in all parts of the State find the call of the sea an irresistible one; they have not failed to answer the call in the past, and they will not in the future. In the days of sail "few could grow up in a seaport town and resist the lure of the sea. For boys in the inland towns, seafaring afforded the only alternative to clodhopping, the sole means of foreign travel, and the opportunity to gather wealth."

At the present time a seafaring life does not fascinate in the same manner as it did seventy-five or one hundred years ago. The element of excitement and adventure is not present as it was in the early days. There are no unknown regions to incite and stir the imagination, there are no pirates in the far east to contend with, and travel in distant lands is not so rare. Much of the romance

and dangers of the sea departed with the disappearance of the white winged sailing vessels.

The new merchant marine, however, with its larger and faster ships and improved equipment and conditions, is not failing to attract lads who have an inclination for the sea, and who look upon the calling as one worthy of their highest efforts. The mariner is more safely guarded against the dangers of the sea. Many improvements and inventions have minimized the dangers of ocean travel; water tight compartments, the wireless telegraph, radio compass, submarine signal apparatus, the fathometer, and other navigational aids, have contributed to the element of safety at sea. Modern ships are better equipped for the comfort and convenience of both passengers and crew.

THE PURPOSE OF THE NAUTICAL SCHOOL

The work of the school is twofold. First and foremost, it is preparing young men of the State between seventeen and twenty years of age for officers' positions on board American ships. It is a public vocational school offering instruction in seamanship and marine engineering. A large percentage of the 1,745 graduates are following the vocation for which they were trained, as officers in the merchant marine, United States Coast Guard, United States Navy, and the Lighthouse Service. Sixty graduates are serving as officers in the American Hawaiian Line, nine of whom are in command of ships; the commodore captain of the line is a graduate of this school. Fifty graduates are officers in the United Fruit Line. Second, the school is indirectly providing qualified men for service as officers in the United States Naval Reserve Force. During the Spanish American War and again in the Great War, the graduates constituted an important element in the military organization, contributing to the successful operation of the Navy, the transports and merchant shipping.

The Massachusetts Nautical School during the past forty-three years has been doing its full share in maintaining the sea traditions of the State as will be seen by the register of graduates printed in the catalogue of the school.

The school was established by Act of the Legislature in 1891, for the purpose of preparing young men for service as officers in the American mercantile marine. The school offers theoretical and practical instruction in seamanship, navigation, marine engineering and electricity. The school is conducted on board the Schoolship "Nantucket", a vessel of 1261 tons, of iron construction, accommodating 118 cadets. The Commanding Officer of the "Nantucket" and the Superintendent of the school, is a retired officer of the United States Navy. The course of study and practical work occupies two years. The year is divided into a winter and summer term. During the winter term, which includes practical and theoretical instruction, the ship is berthed at the Navy Yard, Charlestown. The Summer term is occupied with the practise cruise, usually to European ports.

A deposit of \$300 is required before an applicant enters the school, and another deposit of \$150 at the beginning of the second year. The entrance examinations, which are strictly competitive, are held in Boston and Springfield in March and September. The age limit of candidates, who must be sons of residents and citizens of Massachusetts, is from seventeen years to the twentieth birthday. A graduate of the school is eligible for examination for a United States certificate as third officer or third assistant engineer.

There is always a good demand for competent officers on board American ships, and the young men leaving the school are absorbed in the merchant service shortly after graduating.

A catalogue of the school can be obtained at the office of the Commissioners, 100 Nashua Street, Boston.

REPORT AND STATISTICS FOR THE YEAR

The work continues to be maintained at a high standard. Under an efficient corps of officers and instructors, the year has been one of progress. During the

winter term, through the courtesy of Rear Admiral Walter R. Gherardi, U.S.N., Commandant of the First Naval District, the Schoolship "Nantucket" was berthed as usual at the Navy Yard, Charlestown, and class rooms in a building in the Yard were assigned to the school.

A detailed account of the practise cruise will be found on the following pages of this report. On account of the war in Spain, it was not advisable to carry out the itinerary in all its details; Vigo was omitted and a stay of two days was made in Gibraltar instead of the usual six days.

On February 26, the "Nantucket" was towed into the dry dock at the Navy Yard for the annual overhaul. The Federal government expended \$16,262 on repairs; \$13, 733 on hull and rigging, and \$2,529 in the engineering department. In addition extensive repairs were made to navigational instruments at the Naval Observatory.

Just before the ship sailed on the practise cruise, the radio set on board was replaced with a more powerful equipment. The present set includes a high frequency transmitter, an all wave marine receiver, and all the latest improvements. This replacement was necessary in order to conform to the new rules and regulations of the Federal Communications Commission.

The Commissioners gratefully acknowledge the receipt of a bequest of nautical books belonging to the late Capt. George V. Williams of Wellfleet. A sextant left by Captain Williams to the Boston Marine Society was awarded as a prize to the graduate in the September class who possessed the most qualities making for the best shipmaster.

GRADUATES OF THE SCHOOL IN 1936

The following is a list of the forty-five graduates of 1936, the names of their home towns, and their first employment:

Name	Residence	Vessel	Service
Thorwald C. Allen	No. Andover	S. S. James L. Richards	Mystic S. S. Co.
John W. Anderson	Wellesley Hills	S. S. Leonard	Atlantic Refining Co.
Robert S. Barlow	Worcester	S. S. Astral	Standard Oil Co.
Ernest W. Bemis	W. Bridgewater	M. S. Jeff Davis	Roosevelt S. S. Co.
D. Webster Brown, Jr.	New Bedford	At sea	United Fruit Co.
Richard C. Brown	Attleboro	S. S. American Importer	United States Line
Forbes O. Bryce	Greenfield	S. S. E. J. Bullock	Standard Oil Co.
Daniel F. Burgo	New Bedford	S. S. Gov. John Lind	A. H. Bull and Co.
Edwin F. Call	Lowell	S. S. Cliffwood	American Scantic Line
Edward A. Clark	Malden	S. S. Steel Inventor	Isthmian Line
Richard B. Collins	Milton	S. S. Edward Pierce	Mystic S. S. Co.
Martial P. Corriveau	Salem	S. S. President Roosevelt	United States Line
W. Kenneth Davies	Florence	S. S. Juniata	Merchants and Miners Transp. Co.
James J. Dawson	Pittsfield	S. S. Empire	Cities Service
Charles J. Dayton	Wakefield		
George S. Dietrich	Dorchester	S. S. Juniata	Merchants and Miners Transp. Co.
Wilber S. Doe	Somerville	S. S. Washington	United States Line
Timothy E. Donahue, Jr.	Haverhill	S. S. American Trader	United States Line
Carl C. Ellis	Winchester		
Chester Forsythe, Jr.	Quincy	S. S. Platano	United Fruit Co.
J. Howard Gallagher	Lawrence	S. S. Santa Paula	Grace Line
Edward G. Gotovich	Norwood	S. S. American Farmer	United States Line
Edwin A. Hamilton	E. Dedham	S. S. Toloa	United Fruit Co.
William H. Hemmerly, Jr.	Manomet	S. E. J. Sadler	Standard Shipping Co.
Howard B. Jackson	Melrose	S. S. Toloa	United Fruit Co.
Robert H. Jacobs	Worcester	S. S. American Farmer	United States Line
Arthur S. Kelley	Avon	S. S. American Shipper	United States Line
Anthony Kudlay	Easthampton	S. S. American Importer	United States Line
Ralph W. Ludy	E. Braintree	S. S. Virginia	Panama Pacific Line
Gordon B. Milner	Rochdale	S. S. Exhibitor	American Export Line
Robert A. Mushet, Jr.	Arlington	S. S. Alangarez	United Fruit Co.
Andrew P. L. Nielsen	Jamaica Plain	S. S. Washington	United States Line
Edward Novak	Easthampton	S. S. American Importer	United States Line
Andrew B. Potter, Jr.	Auburndale	U. S. Coast Guard Service	
James L. Ramey	Hudson	S. S. American Importer	United States Line
Frank R. Richmond	Springfield	S. S. American Farmer	United States Line
Harold T. Schmidt	Athol	S. S. Evangeline	Eastern S. S. Lines
Edward F. Serafin	Worcester	S. S. City of Dalhart	American Pioneer Line
Wilson I. Shockley	Bridgewater	S. S. Excambion	American Export Line
Harold L. Shoes	Rowley	S. S. Washington	United States Line
Stanley M. Staples	Haverhill	S. S. President Roosevelt	United States Line
John L. Sullivan	No. Wilbraham	S. S. William N. Page	Mystic S. S. Co.
Charles H. Swimm	Winthrop	S. S. Virginia	Panama Pacific Line
Owen E. Thompson	Attleboro	S. S. California	Panama Pacific Line
Joseph F. Wickham	Winthrop	S. S. Howard	Merchants and Miners Transp. Co.

DETAILED REPORT ON THE PRACTICE CRUISE

U. S. S. "Nantucket"—Itinerary 1936

LEFT—	ARRIVED AT—
Boston, May 9	Provincetown, May 10
Provincetown, May 14	Greenport, L. I., May 15
Greenport, May 19	Yorktown, May 22
Yorktown, May 26	Norfolk, May 26
Norfolk, May 30	Horta, Azores, June 13
Horta, June 18	Rotterdam, Holland, June 29
Rotterdam, July 3	Hull, England, July 6
Hull, July 14	Gibraltar, July 26
Gibraltar, July 27	Funchal, Madeira, August 1
Funchal, August 8	Providence, R. I., August 28
Providence, September 2	New Bedford, September 2
New Bedford, September 8	Cataumet, September 8
Cataumet, September 14	Boston, September 14

The "Nantucket" departed from the Navy Yard, Boston, at 3 P.M., on May 9, in accordance with schedule. The ship was swung for radio compass calibration off Boston lightship, but conditions were not favorable for swinging for magnetic compass deviation. At 7.30 P.M., course was set for Cape Cod. The wind had been freshening while off the lightship, and by the time Race Point was reached the ship had considerable motion. However, the motion subsided when the lee of Cape Cod was made. Speed was then reduced to $\frac{2}{3}$, and the ship stood back and forth until daylight. As conditions again were unfavorable for swinging for magnetic compass deviation, course was set for anchorage, and the ship anchored in Provincetown Harbor at 7.20 A.M., on Sunday, May 10.

Provincetown

The stay of the "Nantucket" in Provincetown was utilized to good advantage with sail and general drills. The drills went off smoothly, and the cadets were quick in learning their stations and duties. On May 13 all boats were provisioned for abandon ship, manned, and away from the ship in nine minutes, only necessary watch details remaining on board.

Pulling boats were used for all scheduled trips. The motor launch was hoisted out for tuning up of engine and for instruction of crews. Boats were sent out under sail daily.

The "Nantucket" got underway at 10 A.M. on May 14. Ship was swung for compass deviation off Provincetown and then proceeded. In the afternoon fore and aft sail was set and carried until nearing Pollock Rip. Stonehorse Channel was entered at 10 P.M. Weather was fine and visibility was excellent.

First year cadets were vaccinated and administered first inoculation for anti-typhoid, while at Provincetown.

Greenport, Long Island

The "Nantucket" arrived at Greenport, Long Island, at 6.56 P.M. on May 15. Routine drills and sail drills were held. Pulling boats were used entirely, the motor launch not being hoisted out. Considerable boat sailing was had. Swimming off the ship was had once, the water temperature being 60°F.

Greenport is an excellent port for our purposes. At the time of our visit yachts were still little in evidence and we had the harbor much to ourselves. We were anchored half a mile from a good boat landing. Our boat crews are developing well.

The "Nantucket" departed from Greenport at 11.26 A.M. on May 19. Visibility was rather low and became worse as we neared Montauk so that we rounded the Point without seeing it. The wind then was dead ahead and the ship pitched considerably. Speed was greatly reduced so that for one hour we logged but 0.6 knots.

On May 20th the wind came fair for sailing and we sailed from 6.57 A.M. to 4.32 P.M. On the 21st life boat drills were held as follows: Starboard watch; boat in water 1 minute, 30 seconds; buoy picked up 4 minutes; boat hoisted 9 minutes, 40 seconds; port watch; boat in water, 1 minute; buoy picked up 3 minutes, 30 seconds; boat hoisted 8 minutes.

During the passage classes were conducted according to routine. The second anti-typhoid inoculation was administered to the first year men.

Chesapeake Bay was entered at 7.30 P.M. on May 21, and the "Nantucket" anchored off the entrance to the York River at 9 P.M. The ship was got underway at 6.30 A.M. and proceeded up the River, anchoring at 8.49 A.M., May 22.

Yorktown, Virginia

The "Nantucket" anchored at Yorktown, at 8.49 A.M., on May 22. Regular routine was carried out except that the 22nd was given over to field day. Pulling boats were used entirely. On account of the strong current there was no boat sailing. Swimming over the side was had at slack water when the time was convenient.

There was not much for cadets to do at Yorktown other than visit the battle-field and the points of historical interest. Quite a number of cadets visited Williamsburg.

The "Nantucket" got underway at 6 P.M. on May 25. The run to Norfolk was without incident.

Norfolk, Virginia

The "Nantucket" anchored off the Naval Operating Base at 9.22 P.M., on May 25. At 10.03 A.M. the next day, the ship got underway and proceeded into the Submarine Basin, berthing at Pier 7.

One hundred and eighty-seven tons of coal were taken, of which 27 tons were bagged on deck. The cadets handled the coal expeditiously. The job was finished two hours earlier than estimated.

Regular watch liberty was granted, and a few special liberties were granted for cadets to visit relatives in accordance with requests of parents. Routine morning drills were held on the 27th and the 28th.

The "Nantucket" cast off from the dock and proceeded on voyage at 6.04 A.M. on May 30. Fine weather conditions prevailed. Soon after departure the third anti-typhoid inoculation was administered to cadets of the third and fourth classes. The last of the deckload of coal was struck down in the morning of June 3.

Generally fine weather prevailed throughout the voyage, but winds were light and generally easterly. There was very little sailing and that in the early part of the passage. Numerous vessels were sighted and on the morning of June 11, the "Vulcania" passed and radioed that she had a bag of mail for us addressed to Horta.

Drills were conducted in accordance with routine and studies as per schedule. The spirit of the cadets has been excellent. Drills have been very satisfactorily performed. Life boat drills were conducted as follows: June 1, boat in water, 1 minute 25 seconds; buoy picked up 6 minutes 20 seconds; boat hoisted 15 minutes, 15 seconds; June 3, boat in water 1 minute; buoy picked up 3 minutes 35 seconds; boat hoisted 9 minutes 50 seconds; June 5, boat in water 50 seconds; buoy picked up 4 minutes 6 seconds; boat hoisted 9 minutes 10 seconds; June 8, boat in water, 58 seconds; buoy picked up 3 minutes 51 seconds; boat hoisted 8 minutes 10 seconds; June 11, boat in water 45 seconds; buoy picked up 3 minutes; boat hoisted 8 minutes 15 seconds.

Church services were held on Sundays by the Executive Officer and they were well attended by the cadets. Instructions were given by the Surgeon to Cadets relative to conduct on shore.

The Island of Flores was sighted at dawn on June 12, and the "Nantucket" anchored in the harbor of Horta, with stern to a mooring buoy, at 6.47 A.M., June 13. Upon arrival there remained on board 54 tons of coal.

Horta, Azores

Upon arrival at Horta, a boarding officer came on board from the Naval Training Ship "Sagres". Calls were exchanged with the Commanding Officer of the "Sagres", and the usual calls were made on the Civil Governor, the Military Commandant and the Captain of the Port, which calls were returned and the usual honors rendered.

On June 16 in the evening, the cadets played basketball with a local team and were defeated in a warmly contested game. On June 17 in the evening, the cadets put on a boxing bout and a wrestling bout at a charity benefit entertainment which were much appreciated and well applauded.

Pulling boats were used for scheduled trips. There was some boat sailing; and some swimming was had from the ship. Noonday temperatures were as follows: June 13th, 70; 14th, 71; 15th, 80; 16th, 68; 17th, 64; 18th, 64.

While at Horta it was necessary to employ a diver to recover one of the torches of the starboard Franklin lifebuoy which had been dropped overboard while being cleaned. The diver had the torch within five minutes of going down. The depth was between 7 and 8 fathoms. The ship coaled on the 18th, taking 85 tons of Welch coal.

The "Nantucket" departed from Horta at 12.45, June 18. Upon departure head winds were met and carried until Graciosa Island was rounded, about midnight. The following morning the engine was uncoupled and the ship proceeded under sail. The wind became strong, the sea rough. At 11 P.M., the engine was coupled up as the wind had fallen light, but the following morning the ship was again put under sail and continued to the afternoon of the 21st. Then again in the early morning of the 22nd the ship was again put under sail and so continued to the evening of the 23rd. From noon of the 22nd to noon of the 23rd the ship made good 181 miles under sail.

Considerable fog was encountered in the English Channel. On the 27th the American steamers "West Heron" and the "American Trader" were passed close aboard.

As it appeared that the ship would arrive off Rotterdam at about 10 P.M. on June 28, it was decided to put on a third boiler so as to arrive before dark, and also to make better progress through the strong currents and traffic of Dover Strait. The third boiler was cut in at 7.10 P.M. on the 27th. Fine weather prevailed after sighting Beechy Head.

Maas lightship was reached at 3.50 P.M., June 28, a river pilot taken on board, and the ship proceeded up the Maas. Off the city a harbor pilot came on board, and the ship berthed alongside a quay at a city park (Park Kade) at 7.19 P.M.

Rotterdam, Holland

The visit to Rotterdam was much enjoyed and appreciated by the cadets. They were made welcome and treated cordially. Much interest was shown in the ship and many visitors came on board. The berth assigned by the Harbor Master was an excellent one. Two police officers were on the dock at all times. The crowds were always orderly.

Liberty was granted by watches from 1.30 P.M. to 10 P.M. daily. On the morning of June 30, sail drill was held for a moving picture company to photograph. The National Museum was open to cadets gratis and all had opportunity to visit it. The first and second classes were taken on a tour of the harbor on a tug provided by courtesy of the Harbor Master. While sail drill was being held the Airship "Hindenberg" sailed close overhead. Many cadets rented bicycles and some got to outlying districts. Three cadets were granted special leave to visit friends.

During our stay at Rotterdam a band played nightly in the park close aboard. On our arrival and again on our departure the Star Spangled Banner was rendered. On the night of July 3 a half hour of fire works was displayed from a

barge anchored in the river not far from the ship. Prior to departure the Consul and the Harbor Master came on board to bid us good-bye and to wish us *Bon Voyage*.

Noon day temperatures were as follows: June 29, 76; 30th, 66; July 1, 68; 2nd, 65; 3rd, 62.

To Rotterdam the cruise was made as follows: Voyage to Rotterdam, under steam 2,343 miles; under steam and sail 1,403 miles; under sail alone 831 miles. Voyage from Horta to Rotterdam, under steam 514 miles; under steam and sail 524 miles; under sail alone 580 miles.

The "Nantucket" departed from Rotterdam at 4.12 P.M. on July 3, under two boilers, assisted from the dock by a tug furnished by courtesy of the Harbor Master. As the direct route from the Maas to the Humber would have involved considerable night pilotage inside the Humber Shoals it was decided to take the longer outside route and pass to the northward of the shoals. Even at that it was necessary to run at reduced speed. Opportunity was taken of a favorable gentle breeze to put the ship under sail in the afternoon of the 4th. This permitted of drying out the sails. The passage to the Humber was made without incident. The pilot was picked up on the evening of the 5th at 9.30 P.M. and at 10.45 P.M., the ship was anchored inside Spurn Point for the night. The ship got under way under three boilers at 4.10 A.M. and proceeded to berth at Albert Dock, Hull, England, securing at 8.01 A.M. Two tugs were required in berthing.

It was necessary to have a field day the morning of the 4th. At noon the Declaration of Independence was published. In the evening the cadets had an impromptu celebration,—parading about the deck behind drum and bugle corps, armed with swabs and brooms, and going through the motions of setting off and admiring imaginary fireworks. Usual divine service was held on Sunday.

Hull, England

Parties of cadets visited the Nautical School, Trinity House; a party of twenty was entertained at an outing at the harbor defenses, guests of the Commanding Officer; a party of twenty with Mr. Gray attended a military pageant at Ravensworth Castle, Gateshead, (on the Tyne, 150 miles from Hull), guests of the Commander-in-Chief, and dined with him. They met the Secretary of State for War who was present. Some 36,000 spectators were in attendance. The moving picture houses of Hull were open to the cadets free of charge.

The study schedule was resumed on July 13, and continued on the 14th, liberty being granted from 3 P.M. It was not practical to conduct drills in Hull.

The weather during our stay was quite unsettled with much rain. Noonday temperatures were as follows: July 6, 65; 7th, 68; 8th, 68; 9th, 60; 10th, 58; 11th, 59; 12th, 64; 13th, 66; 14th, 65.

The "Nantucket" departed from Hull with the first tide on July 15, at 2.58 A.M., under two boilers. When east of Goodwin Sands a strong head wind came up and with a head tide, the ship made five knots in four hours. In the early morning of the 17th, the Airship "Hindenberg" was sighted off the Nab, entrance to the Solent. She contacted the "S. S. Europa" and circled round her, coming within less than a mile of the "Nantucket". Numerous British war ships were sighted, one of them apparently of the Nelson class.

Departure was taken from Start Point at 8.38 P.M. on July 17, and at that time a fresh breeze sprang up from the south west which rapidly increased in force to a gale. The following morning, when it was found that only about 20 miles had been made good during the night and that the ship had been set considerably inshore, it was determined to seek shelter and conserve fuel. The ship was put about and proceeded to Tor Bay, anchoring at 2 P.M. A number of freighters were also anchored there.

The "Nantucket" departed from Tor Bay at 8 P.M. on July 19. The weather had moderated and good weather prevailed. It was expected to make Vigo, Spain, in the forenoon of July 23. After receiving radio instructions from the Commissioners, and a communication from the Chief of Naval Operations, Washington, it was decided on account of the economic conditions in Spain to

omit calling at Vigo, and to stay in Gibraltar only long enough to obtain necessary supplies.

The passage to Gibraltar was uneventful except that numerous war vessels were sighted. In the Strait of Gibraltar three Spanish submarines were on patrol. Routine drills and studies were conducted. Life boat drills were held as follows: July 17, boat in water 1 minute, 2 seconds; buoy picked up 4 minutes, 25 seconds; boat hoisted 11 minutes, 20 seconds; July 20, boat in water 1 minute, 10 seconds; buoy picked up 2 minutes, 58 seconds: boat hoisted 7 minutes, 30 seconds; July 23, boat in water 50 seconds; buoy picked up 5 minutes 5 seconds; boat hoisted 11 minutes 40 seconds. It was not practical to sail during the passage as the winds were generally south westerly.

The "Nantucket" arrived off Gibraltar and proceeded to the coal pier at 10.15 A.M., July 26, preparatory to coaling. The battleship "Repulse", numerous destroyers, and three big bombing planes lay in the harbor.

Gibraltar

The stay of the "Nantucket" at Gibraltar was curtailed to two days on account of conditions existing there. The city was full of refugees with the prospects of more (except Spaniards) coming in. The day before the arrival of the "Nantucket", 3000 Spanish refugees were sent to La Linea as that city was then quiet and conditions among the refugees were intolerable.

On Sunday night and Monday forenoon, a battle was raging in the direction of San Roque, a railroad junction not far from La Linea. A P & O liner arrived Monday morning but its passengers were not permitted to visit the city; and a tour ship was diverted by radio.

The U. S. S. "Quincy" arrived shortly after the arrival of the "Nantucket", took oil and departed early the following morning for Malaga.

The cadets were granted liberty by watches, all cadets having one liberty—on Sunday, the usual time, and on Monday from 7 A.M. to noon. The Consul had planned for visits to the Galleries of the Rock and for a party, but these had to be omitted.

One hundred and seventy tons of coal were taken, of which 35 tons were taken on deck. Provisions were scarce but our requirements were met. The weather at Gibraltar during the short stay was fine. The noonday temperatures were July 26, 72; and on the 27th, 74.

The "Nantucket" departed from Gibraltar at 6 P.M. on July 27, under two boilers. In the Strait a strong head wind and an adverse current kept us abreast of Apes Hill for nearly four hours. Finally a third boiler was ordered and when it was cut in at 2 A.M. on July 28, the wind had moderated and the inshore current had turned. We passed Cape Spartel at 4.30 A.M.

Approaching the Strait we saw rebel planes crossing from Algceiras to Ceuta. In the vicinity of Tangier we saw a number of Spanish destroyers and submarines. A destroyer cut close across our bow so that we had to stop to avoid collision. After daylight, off Cape Spartel, a destroyer and a submarine cut in close under our stern to investigate us.

Upon passing Cape Spartel the third boiler was cut, and the wind becoming favorable, the engine was uncoupled at 9.30 A.M., and the ship put under sail.

When 75 miles off Cape Spartel the Airship^r "Hindenberg" approached from the southward to within about 2 miles and asked our position. She then headed off towards the Strait. This was the fourth time during the cruise that the "Hindenberg" has been seen from the ship. When first putting the ship under sail we could not quite make our course and had to sail full and by, but before midnight, the wind hauled around so that we could make the course good.

Studies were held on Wednesday, but drills were not practical nor were studies or drills practical on Thursday. The ship was very active and considerable spray was being shipped. On those two days we made 223 and 224 miles respectively under sail.

Sail was taken in and the engines coupled up a few miles off Funchal, and the ship lay to off the port until morning, coming to anchor at 9.11 A.M. The Portuguese Training Ship "Sagres" lay at anchor in the port.

The cruise to date has been made as follows: For the voyage, under steam 3364 miles; steam and sail 2302 miles; sail alone 1395 miles. From Gibraltar, under steam 71 miles; steam and sail 8 miles; sail alone 553 miles.

Funchal, Madeira

At Funchal, pulling boats were used entirely; the motor launch was not hoisted out. Boat crews this summer were the best for four years. Swimming was had off the ship twice and occasionally three times daily. Boats were exercised under sail on several days. A mountain motor trip for each watch was arranged for, 18 cadets going on each occasion. It was found that the Reverend Smart of the Seamen's Rest, who has heretofore on occasion of our visits to Funchal entertained the cadets, died last May, and that the Seamen's Rest was closed.

On August 4, the Polish Naval Training Ship "Sikra", and auxiliary (Diesel) three masted schooner, arrived in port.

On August 7, a number of cadets from the "Sikra" visited the ship. The "Sikra" is a small vessel with a total crew of 56 and only 20 cadets. On this day boat races were held between the starboard and port watches, the first and second classes, and between the deck and engineer forces. The winners were respectively the starboard watch, the second class, and the engineer force.

The weather during the stay at Funchal was excellent. Noonday temperatures were as follows: July 31, 74; August 1, 70; 2nd, 73; 3rd, 74; 4th, 75; 5th, 74; 6th, 74; 7th, 74; 8th, 73.

The "Nantucket" got under way at 11.52 A.M. on August 8 under two boilers. When anchor was aweigh the "homewardbound pennant" was broken. The "Sikra" signalled "Pleasant Voyage." At 6.30 P.M., the wind came fair and the ship was put under sail. The ship continued under sail until noon of the 20th when, the wind falling light, the engine was coupled up. The Trades were particularly strong and good day's runs were made; the best being 190 miles from noon the 9th to noon the 10th. The average speed under sail was 156.7 for 11.8 days. The weather was generally cloudy until towards the end of the sailing period when ordinary trade wind weather prevailed and as the Trades were dropped light squalls were encountered. Very high barometer prevailed throughout the passage. No vessel was sighted until the early morning of the 21st.

The cruise was without incident. It was quite hot from the time the Trades were lost until well into the Gulf Stream. On the 27th northeast winds of nearly gale strength were encountered. As the fore and aft sails could be carried our progress was materially assisted, and by evening it was found that we would arrive at Newport Friday night instead of Saturday morning as reported by radio. The third boiler, which had been put on auxiliaries on the 23rd due to difficult steaming conditions, was now connected up on the main line in order to arrive at Newport before dark.

Drills and studies were conducted according to schedule. No drills were held during examination week. Lifeboat drills were held as follows: August 21 Starboard Watch: boat in water 45 seconds; buoy picked up 5 minutes 40 seconds; boat hoisted 13 minutes 20 seconds. Port Watch: boat in water 57 seconds; buoy picked up 4 minutes 4 seconds; boat hoisted 10 minutes 10 seconds. The "Nantucket" arrived at Brenton Reef lightship at 4 P.M., August 29, and picked up the pilot. The ship arrived at Providence and berthed at the pier of the Dutton Lumber Company at 7.14 P.M.

The cruise to date has been made as follows: For the voyage, under steam 3,888 miles; under steam and sail 3,257 miles; under sail alone 3,246 miles. From Madeira: under steam 524 miles; under steam and sail 955 miles; under sail alone 1,851 miles.

Providence, Rhode Island

The visit to Providence was evidently much appreciated locally. It was announced that the ship would be open to visitors from 1.30 P.M. to 4.30 P.M. daily. During those hours the gun deck was open to visitors as well as the main deck. There were so many people down to see the ship in the evenings that the main deck was opened to visitors until 8.30 P.M. It was estimated that upwards of 2000 people came on board on Sunday afternoon. Many cars were on the dock when the "Nantucket" arrived, and many parents of cadets visited during the stay at Providence.

New Bedford

The ship arrived at New Bedford and anchored in the inner harbor at 4.37 P.M. on September 2. Visitors were received on board afternoons from 1.30 P.M. to 4.30 P.M. On Sunday visiting had to be stopped on account of moving the ship. Regular liberty was granted by watches and the port watch was granted week-end liberty as the starboard had been at Providence.

The "Nantucket" got underway at 9.57 A.M. on September 8 under three boilers and anchored at Cataumet at 12.18 M, on the same day.

The ship left Cataumet on September 14 and arrived in Boston the same day, at 4.16 P.M.

Commissioners' Cruise Inspections

At the beginning of the cruise, Commissioner Walter K. Queen, representing the Commissioners, made the trip from Boston to Provincetown. A rough sea and unfavorable conditions existed. The cadets were exercised at the various drills, including sail drill, and did creditable work. The ship was in excellent condition and in every respect ready for sea.

The three Commissioners, accompanied by the Secretary, boarded the "Nantucket" on Sunday afternoon, September 13, at Cataumet, for the purpose of sailing with the ship the next day to Boston on an inspection trip. The ship left Cataumet at about 6 A.M. on Monday, September 14, and arrived in Boston at 4.16 P.M. the same day. Having a good opportunity to observe their work, the Commissioners were pleased to note the fine spirit and capable manner in which the cadets handled their work both on deck and in the engineering department. The improvement in the work of the cadets since the spring inspection was very marked. All departments of the ship were found to be in good condition, and the health of the cadets excellent. During the 24 hours of the inspection the cadets were exercised at abandon ship drill, collision drill, and fire drill. Locker and hammock inspections were held.

Cruise Mileage

	Days	Hours	Minutes	Miles
Steam	25	22	18	4,014
Sail	20	18	12	3,246
Steam and sail	19	14	10	3,274
				<hr/>
Total at sea	66	06	40	10,534
In port	61	18	37	
Total for voyage	128	01	17	

Coal Report

The following is a report of coal consumption for the cruise of 1936:

On hand and received	725 tons
Expended	686 tons
Remaining, September 15	39 tons

Items

Moving ship	406 tons
Auxiliaries and lighting	214 tons
Distilling	61 tons
Galleys	5 tons
Total expended	686 tons

THE SCHOOL RECORD

During the year there have been 172 students on the rolls of the school. They came from 84 cities and towns of the Commonwealth as follows:

Acton	1	Milton	3
Andover	1	Needham	1
Arlington	3	Neponset	1
Athol	2	New Bedford	9
Attleboro	3	Newton	2
Auburn	1	North Abington	1
Avon	1	North Andover	2
Bedford	1	North Westport	1
Belmont	1	North Wilbraham	1
Boston	14	Norwood	3
Braintree	3	Orange	1
Bridgewater	3	Peabody	1
Brockton	1	Pepperell	1
Brookline	1	Pittsfield	1
Cambridge	3	Pocasset	1
Dalton	1	Quincy	6
Dedham	1	Reading	1
Easthampton	3	Rochdale	1
Edgartown	1	Rockport	1
Everett	1	Rowley	1
Fall River	1	Salem	2
Falmouth	1	Saugus	1
Fitchburg	1	Segreganset	1
Florence	1	Sharon	1
Gloucester	4	Somerville	3
Greenfield	1	Springfield	6
Haverhill	4	Stoneham	1
Hingham	2	Swansea	1
Housatonic	1	Wakefield	3
Hudson	1	Waltham	1
Lawrence	2	Watertown	2
Lexington	1	Waverly	1
Lowell	1	Wellesley	2
Lunenburg	1	Wenham	1
Lynn	2	Westfield	2
Malden	5	Weymouth	1
Manomet	1	Whitinsville	1
Marblehead	1	Winchendon	1
Medford	3	Winchester	1
Melrose	4	Winthrop	3
Methuen	3	Wollaston	3
Middleborough	2	Worcester	6
		Total	172

The previous education of these students was as follows: High schools, 155; technical schools, 7; academies, 6; colleges, 2; preparatory schools, 2. The average age of the cadets at entrance was 18 years, 6 months. The number of cadets enrolled in the school at present is 119.

GRADUATION EXERCISES

The eighty-third graduation exercises were held on board the "Nantucket" at the Navy Yard, Charlestown, on Tuesday, March 31, 1936, at 11 A.M. The program was as follows:

Invocation: Rev. Arthur M. Ellis, Chaplain of the Massachusetts Senate.

Presiding Officer: Mr. Clarence E. Perkins, Chairman of the Commissioners of the School.

Address: Rear Admiral Walter R. Gherardi, U.S.N., Commandant of the First Naval District.

Prize awarded by the Boston Marine Society to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership. Presented by Capt. Herman T. Parker, Class of 1902, Port Captain, Eastern Steamship Lines, to Wilber S. Doe, of Somerville.

Prizes awarded by Mr. Arthur M. Wiggin of Brookline to the graduates in the Seamanship Class and in the Engineering Class making the greatest improvement in all around work during the past year. Presented by Mr. Wiggin to Ernest W. Bemis of West Bridgewater, Seamanship Class; Timothy E. Donahue, Jr. of Haverhill, Engineer Class.

Prize award by The Society of The War of 1812 to the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have ever characterized the Navy and Merchant Marine of the United States. Presented by Col. Frederic Gilbert Bauer, President of the Society, to Robert H. Jacobs of Worcester.

Prize awarded by the Massachusetts State Society, United States Daughters of 1812, to the graduate in the engineering division standing highest in engineering and electricity. Presented by Mrs. Henry Anthony Fiske, President, to Robert H. Jacobs of Worcester.

Prize awarded by Mr. William H. Dimick, Secretary of the Board, to the graduate receiving the highest average for the course. Presented by Mr. Dimick to Andrew P. L. Nielsen of Jamaica Plain.

Presentation of Bibles given by the Massachusetts Bible Society: Mr. Ellis.

Presentation of Diplomas: Mr. James G. Reardon, Commissioner of Education, Massachusetts Department of Education.

The eighty-fourth graduation exercises were held on board the "Nantucket" at the Navy Yard, Charlestown, on Tuesday, September 22, 1936, at 11 A.M.

Prayer: Capt. Thomas B. Thompson, (Ch.C.), U.S.N., Navy Yard, Charlestown.

Presiding Officer: Mr. Clarence E. Perkins, Chairman of the Commissioners of the School.

Address: Mr. Charles E. Ware, Member of the Boston Port Authority.

Address: Rear Admiral Walter R. Gherardi, U.S.N., Commandant of the First Naval District.

Prize awarded by the late Irving L. Wood to the graduate having the highest marks in Seamanship and Navigation for the year. Presented by Mr. Theodore L. Storer, Commissioner of the School, to Edward F. Serafin of Worcester.

Prize awarded by the Boston Marine Society to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership. Presented by Capt. Harold L. Colbeth, Treasurer, Boston Marine Society, to Robert A. Mushet, Jr. of Arlington.

Prizes awarded by Mr. Arthur M. Wiggin of Brookline to the graduates in the Seamanship Class and in the Engineering Class making the greatest improvement in all around work during the past year. Presented by Mr. Wiggin to Harold T. Schmidt, of Athol, Seamanship Class.; Richard B. Collins, of Milton, Engineering Class.

Prize awarded by The Society of the War of 1812 to the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have ever characterized the Navy and Merchant Marine of the United States. Presented by Lient. Kingman P. Cass, to Richard B. Collins of Milton.

Prize awarded by the Massachusetts State Society, United States Daughters of 1812, to the graduate in the engineering division standing highest in engineering and electricity. Presented by Mrs. Henry Anthony Fiske, President, to Howard B. Jackson of Melrose.

Prize awarded by Mr. William H. Dimick, Secretary of the Board, to the graduate receiving the highest final average in the deck division. Presented by Mr. Dimick to Carl C. Ellis of Winchester.

Presentation of Bibles given by the Massachusetts Bible Society: Chaplain Thompson.

Presentation of Diplomas: Mr. Patrick T. Sullivan, Deputy Commissioner of Education, Massachusetts Department of Education.

LECTURES: WINTER TERM, 1935-36

1935

- Nov. 1. American Express Company. Subject: "Tropic Splendor."
- Nov. 8. Lieut. Comdr. Walter K. Queen. Subject: "A Voyage to Antaretica."
- Nov. 15. Capt. William Winberg, Colonial Beacon Oil Company. Subject: "Marine Lubrication."
- Nov. 22. Capt. William W. Storey. Subject: "United States Steamboat Inspection Service Cases."
- Dec. 6. Plymouth Cordage Company. Subject: "The Story of Rope."
- Dec. 13. Albert T. Gould. Subject: "Admiralty Law."

1936

- Jan. 3. Capt. Clarence A. Abele, U.S.N., Superintendent of the School. Subject: "The Naval Overseas Transportation Service."
- Jan. 10. Schrafft Company. Subject: "Down Through the Years."
- Jan. 17. Fred J. Wallace. Subject: "Diving."
- Jan. 24. Capt. George E. Eaton, Superintendent, 2nd Lighthouse District. Subject: "Radio Aids to Navigation."
- Jan. 31. Mr. William Renz. Subject: "Ship Classification."
- Feb. 7. Mr. John Stuart. Subject: "Cases met with by the Boiler Inspector."
- Feb. 14. Mr. Robert M. Gray, Executive Officer of the School. Subject: "Ships Painting."
- Mar. 6. Prof. Harlan T. Stetson. Subject: "Astronomy."

OFFICERS AND INSTRUCTORS

- Clarence A. Abele, Captain, U.S.N. (retired), Superintendent.
- Robert M. Gray, Lieutenant, U.S.N.R. (graduate M.N.S.), Executive Officer.
- John W. Thompson, (graduate M.N.S.), Navigator.
- Richard T. Rounds, (graduate M.N.S.), Watch Officer.
- Louis A. Woodland, (graduate M.N.S.), Watch Officer.
- Ervin L. Kelley, Lieutenant, U.S.N.R. (graduate M.N.S.), Chief Marine Engineer.
- Norman L. Queen, Lieutenant, j.g., U.S.N.R. (graduate M.N.S.), Assistant Marine Engineer.
- John E. Wright, Instructor in Mathematics.
- Francis J. Cameron, Instructor in Mechanical Drawing.
- Arnold Settlege, M.D., Surgeon. Summer Term.
- Robert S. Palmer, M.D., Surgeon. Winter Term.
- Charles Parker, Paymaster.

CADET OFFICERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

SUMMER TERM

Navigation

Robert A. Mushet, Jr.	.	.	.	.	.	.	Senior Cadet Officer
D. Webster Brown, Jr.	.	.	.	.	.	.	Junior Cadet Officer

Engineering

Richard B. Collins	.	.	.	.	.	Senior Cadet Engineer Officer
Howard B. Jackson	.	.	.	.	.	Junior Cadet Engineer Officer

WINTER TERM, 1936-37

Navigation

Francis A. Litchfield	.	.	.	.	.	Senior Cadet Officer
James A. Mulcahey, Jr.	.	.	.	.	.	Junior Cadet Officer

Engineering

Leon A. Uzdavinis	.	.	.	.	.	Senior Cadet Engineer Officer
Arthur G. Ellis, Jr.	.	.	.	.	.	Junior Cadet Engineer Officer

CADETS ADMITTED, GRADUATED, AND HONORABLY DISCHARGED,
FROM 1893 TO 1936, INCLUSIVE

	Ad- mitted	GRADUATED			Honor- ably dis- charged	With- drawn, dis- missed, dropped	Number connected with the school
		Sea- manship Class	Engineer Class	Totals			
1893	141	—	—	—	29	24	138
1894	63	—	—	—	43	18	156
1895	71	19	19	38	12	6	156
1896	74	20	17	37	31	17	174
1897	73	20	21	41	20	9	165
1898	99	15	25	40	26	23	194
1899	79	11	12	23	41	11	184
1900	78	14	36	50	21	14	186
1901	71	11	18	29	20	16	172
1902	90	16	22	38	34	13	197
1903	66	17	14	31	25	17	178
1904	60	16	29	45	17	31	165
1905	65	10	10	20	9	13	137
1906	50	16	19	35	18	19	145
1907	60	10	15	25	17	26	138
1908	45	8	10	18	9	9	110
1909	81	14	22	36	7	16	156
1910	54	6	16	22	16	15	151
1911	69	20	23	43	7	18	168
1912	57	17	16	33	14	15	157
1913	79	21	19	40	20	8	174
1914	65	20	16	36	22	7	171
1915	70	26	19	45	18	11	176
1916	73	23	15	38	36	3	175
1917	69	26	11	37	16	3	167
1918	66	31	17	48	10	4	178
1919	77	37	18	55	17	5	193
1920	70	35	15	50	13	9	186
1921	70	35	17	52	9	9	184
1922	71	29	21	50	19	9	188
1923	77	27	16	42	16	16	187
1924	76	23	21	44	13	16	188
1925	73	26	22	48	13	8	188
1926	80	19	22	41	22	21	194
1927	75	27	17	44	20	4	185
1928	69	27	20	47	15	7	187
1929	71	23	29	52	12	7	189
1930	62	33	19	52	8	3	180
1931	74	38	19	57	6	9	191
1932	50	23	22	45	2	3	169
1933	65	40	30	70	5	1	184
1934	55	20	20	40	4	1	163
1935	68	40	22	62	7	2	186
1936	58	26	19	45	4	4	172
Total	3112	935	810	1745	748	500	

MEMBERSHIP OF THE SCHOOL
GRADUATING CLASS, MARCH, 1936

Seamanship Division

*Nielsen, Andrew P. L.	Jamaica Plain
*Swimm, Charles H.	Winthrop
Doe, Wilber S.	Somerville
Corriveau, Martial P.	Salem
Bemis, Ernest W.	W. Bridgewater
Gotovich, Edward G.	Norwood
Ludy, Ralph W.	E. Braintree
Call, Edwin F.	Lowell
Ramey, James L.	Hudson
Gallagher, John H.	Lawrence
Staples, Stanley M.	Haverhill
Clark, Edward A.	Malden
Sholes, Harold L.	Rowley

Engineering Division

*Jacobs, Robert H.	Worcester
*Novak, Edward	Easthampton
Burgo, Daniel F.	New Bedford
*Brown, Richard C.	Attleboro
Kudlay, Anthony	Easthampton
Milner, Gordon B.	Rochdale
Donahue, Timothy E., Jr.	Haverhill
Forsythe, Chester, Jr.	Quincy
Richmond, Frank R.	Springfield

GRADUATING CLASS, SEPTEMBER, 1936

Seamanship Division

*Ellis, Carl C.	Winchester
Mushet, Robert A., Jr.	Arlington
Serafin, Edward F.	Worcester
Kelley, Arthur S.	Avon
Bryce, Forbes O.	Montague
Shockley, Wilson I.	Bridgewater
Brown, D. Webster, Jr.	New Bedford
Davies, W. Kenneth	Florence
Anderson, John W.	Wellesley Hills
Thompson, Owen E.	Attleboro
Wickham, Joseph F.	Winthrop
Schmidt, Harold T.	Athol
Dietrich, George S.	Dorchester

Engineering Division

*Jackson, Howard B.	Melrose
Collins, Richard B.	Milton
Potter, Andrew B., Jr.	Auburndale
*Sullivan, John L.	N. Wilbraham
Hamilton, Edwin A.	E. Dedham
Dawson, James J.	Pittsfield
Hemmerly, William H., Jr.	Manomet
Barlow, Robert S.	Worcester
Dayton, Charles J.	Wakefield
Allen, Thorwald C.	N. Andover

(*Received 85 per cent. or over, of the academic multiple and entitled to wear gold star on coat collar.)

CLASS TO GRADUATE, MARCH, 1937

Seamanship Division

*Mulcahey, James A., Jr.	Westfield
*Hayden, Willis M., Jr.	Quincy
Litchfield, Francis A.	Malden
*Matheson, David W.	Quincy
*Reed, Roy B., Jr.	Lynn
Larsen, Peter W.	Cambridge
Beatteay, Walter E.	Lexington
*Perkins, William W.	Hingham
*Littlefield, Nathan W.	Sharon
Fielden, Robert W.	Andover
Guild, George S.	E. Milton
Dexter, Edwin B.	Roslindale
Hathaway, Louis S.	Middleboro
*Rowlands, Walter, 2nd	Needham
Hiorth, Anders S.	Wollaston
Kuta, Benjamin	Easthampton
Costello, David L.	Milton
Larsen, Karl J.	Somerville
Iliffe, George E.	Cambridge
Gallison, Raymond M.	Haverhill

Engineering Division

*Zylinsky, Stanley B.	Methuen
Ellis, Arthur G., Jr.	Methuen
Greeley, Gerald G.	Dorchester
*Richmond, Edward T.	Springfield
Uzdavinis, Leon A.	Haverhill
Carlson, Gustav B.	Newton Center
Knight, Ralph H.	Gloucester
Rolfe, Thomas W.	Stoneham
Hurwitch, Martin B.	Mattapan
Korman, Fenton F., Jr.	Springfield
Crowell, Cutler C.	Wellesley
Paul, Charles	Lawrence
Leary, Charles J.	Fall River

CLASS TO GRADUATE, SEPTEMBER, 1937

Seamanship Division

Edmunds, John R.	Cambridge
*Banner, Roger H.	Segreganset
*Clayton, John	New Bedford
Fraser, Robert G.	Wollaston
*Herlich, Joseph	Lynn
Perry, Taber B.	Pocasset
Hathaway, Holland M.	Malden
*Rose, John P., Jr.	New Bedford
Bowden, Frederick W.	New Bedford
Moore, James F.	Stoneham
Wayman, Charles S., Jr.	Falmouth
Nath, Carl J.	South Boston
Crown, Roger A.	Wollaston
Rand, Melvin A.	Orange
Cain, John R.	Quincy
Kennedy, William T.	Middleboro
Greany, Thomas H., Jr.	S. Swansea

(*Received 85 per cent. or over, of the academic multiple and entitled to wear gold star on coat collar.)

Engineering Division

Elder, John A.	Waverly
*Gietek, John S.	Westfield
O'Neil, Richard V.	Brookline
Kuechler, Clifton S.	New Bedford
Larsen, Lawrence N.	Somerville
Pitman, Paul W.	Saugus
Dow, Chester, A., Jr.	Malden
Arrigo, Philip M., Jr.	East Boston
Donnelly, James A.	South Boston
Estey, Roland H., Jr.	Reading
Hallett, Robert W.	Braintree

CLASS TO GRADUATE, MARCH, 1938

Seamanship Division

Duffee, Paul F.	Neponset
Gray, Floyd E.	Rockport
Howe, Norman, Jr.	Dalton
Berwick, Thorndike J.	Methuen
Smith, Kenneth G.	Springfield
Austin, Milton L.	Attleboro
Kaufman, Leon F.	Roxbury
Edwards, David L.	Brighton
Garland, Nelson F.	Bedford
Arnold, William B., 2nd	No. Abington
Murphy, Francis J.	Medford
Pierszalowski, Raymond V.	Athol
Lingham, Theodore T.	So. Braintree
Hallbourg, Walter T.	E. Pepperell
Achimore, A. Paul	Medford
Cook, George C.	Quincy
Slayton, Wendell D.	Waltham
Moore, Albert F., Jr.	Melrose
Bienia, John P.	New Bedford
Veeder, Richard W.	Gloucester
Ford, Francis J., Jr.	Worcester
Johnson, C. H. Chester	Norwood
Johnson, Johannes A.	Norwood
Donohue, Leo F.	Malden
Grime, Frank, Jr.	New Bedford
Cass, Hernan J., Jr.	No. Andover
Cookson, William	West Newton
Ormsby, Albert R.	Worcester
Full, William A.	Marblehead
McLean, Phillips B.	Bridgewater
Deacon, Archie K.	Gloucester
Neill, John R. J.	Springfield

CLASS TO GRADUATE, SEPTEMBER, 1938

(Alphabetically arranged)

Albatys, Edward J.	Housatonic
Bent, Wendell E.	So. Peabody
Borden, Edwin S.	No. Westport
Ceppi, William J.	Dorchester
Cooper, Ralph H.	Watertown
DeMontier, Leon R.	Melrose
DuMoulin, John L.	Dorchester

(*Received 85 per cent, or over, of the academic multiple and entitled to wear gold star on coat collar.)

Gilman, Roger B.	New Bedford
Howe E. Hibbard	Quincy
Hutchinson, Norman R.	Salem
Lancaster, John H.	Brockton
Luken, Roy E., Jr.	Wakefield
Macomber, Robert H.	Boston
Marzullo, John S.	Everett
McKenna, John P.	Dorchester
McLeod, Douglas S.	Springfield
Millar, Harold F.	Wakefield
Morris, Van H.	Melrose
Mortimer, Ernest W., Jr.	Edgartown
Nolan, Joseph W.	Arlington
Scott, Ian R.	Medford
Slavin, Philip M.	Winchendon
Smith, Wilton G.	So. Weymouth
Studley, Liba L.	Hingham Center
Tobey, Robert D.	Gloucester
Trowt, George B.	Wenham

APPROPRIATIONS

The appropriations for the school for the fiscal year 1936, from December 1, 1935, to November 30, 1936, are accounted for as follows:

<i>Expenses of Schoolship</i>	Appropriations	Expenditures
Personal Services	\$45,200.00	\$45,312.96
Travel, transportation and office expenses	1,139.43	1,148.18
Food	23,855.24	24,200.40
Furnishings and household supplies	1,070.89	1,201.41
Medical and general care	1,496.77	1,183.12
Heat, light, power, etc.	8,536.02	7,803.36
Repairs	2,485.15	2,476.25
Miscellaneous	2,518.98	2,549.51
	\$86,302.48	\$85,875.19
Unexpended balance		427.29
	\$86,302.48	\$86,302.48
<i>Expenses of Commission</i>		
Office supplies and equipment	\$250.00	\$194.76
Traveling and other services and expenses	1,900.00	1,834.86
	\$2,150.00	\$2,029.62
Unexpended balance		120.38
	\$2,150.00	\$2,150.00
<i>Personal Services</i>		
Commissioner's office	\$4,859.00	\$4,859.00
<i>Income</i>		
Received from Navy Department	\$25,000.00	
Received from tuition and other fees	12,269.40	
	\$37,269.40	

Respectfully submitted,

CLARENCE E. PERKINS, *Chairman*,
 THEODORE L. STORER,
 WALTER K. QUEEN,
Commissioners.

